

SOME OF THE FACTS RELATING TO HARBOR "GRAB" AND "LITTLE JOKER" THAT STATE OWNS ALL LAND UNDER NAVIGABLE WATER IS ELEMENTARY LAW, SUPREME COURT DECLARES

The matter following is part of the opinion written by former City Attorney Marr, as counsel for Arthur Jellicoe, president of the Connecticut Oystermen's Protective Association. It was submitted to the Common Council by him, and the attention of Mayor Lee was otherwise publicly directed to it, as was printed in the Farmer of Feb. 1, 1909.

It will be noted that the opinion includes the declaration of the Supreme Court that it is "elementary law" that the State is the owner of the soil under navigable water below high water mark.

Mayor Lee has abundant opportunity to know that the railroad does not "own the land," those eleven acres of harbor which he has given to them to fill in, by causing the repeal of the city line.

The extracts from Mr. Marr's opinion follow:

To Arthur Jellicoe, President Oystermen's Protective Association:

In response to your inquiry for an opinion upon the matter of the State's ownership of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your second question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your third question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your fourth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your fifth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your sixth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your seventh question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your eighth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your ninth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your tenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your eleventh question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twelfth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirteenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your fourteenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your fifteenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your sixteenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your seventeenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your eighteenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your nineteenth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twentieth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-first question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-second question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-third question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-fourth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-fifth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-sixth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-seventh question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-eighth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your twenty-ninth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

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In reference to your thirty-first question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-second question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-third question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-fourth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-fifth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-sixth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-seventh question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-eighth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your thirty-ninth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your fortieth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your forty-first question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your forty-second question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your forty-third question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your forty-fourth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

In reference to your forty-fifth question as to whether or not the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, I would state there is no doubt but that the State of Connecticut is the owner of the soil under navigable water within the harbor of Bridgeport, and also to delegate power to the city of Bridgeport.

Anchorage Room Curtailed or Narrowed Would Lose Bridgeport a Valuable Franchise, Writes Stratford Oyster Company's Manager.

F. S. Beardsley, manager of the Stratford Oyster Company, in a letter to Harbor Master Morris, says that "once the channel or anchorage room of Bridgeport's harbor is narrowed or curtailed the port has lost forever a valuable franchise and it therefore seems to us that the wise and far-sighted policy for Bridgeport would be to hold all that we have and get as much more as possible."

The letter follows:

Stratford, Conn., May 17, '09.
Mr. Charles Morris,
Harbor Master,
Bridgeport, Conn.

Dear Sir—In regard to the matter of harbor lines in Bridgeport harbor about which there is to be a hearing in the Council chamber tonight, we have to say that the writer regrets that he will be unable to be present owing to a previous engagement. Our position in regard to the matter is about as follows:

We have no quarrel with any interest that may be concerned in the premises, but situated as we are directly opposite the locality in question we have observed very closely the workings of the shipping in the harbor. The result of our observations is that there is not room enough now to accommodate the shipping that has occasion to use the anchorage basin between the Naugatuck dock and the foot of Henry street.

For the last two months anywhere from ten to forty vessels anchored in this basin. Many times the basin has been fully occupied and vessels have been obliged to anchor in the channel and have thus blocked the channel so that vessels could not get in or out of the harbor.

This has occurred this season when there has been very few vessels working on the natural oyster beds.

What the condition would have been if in addition to the fleet of boats that were here there had been two hundred or more sail boats as there are some years when there is good work on the natural beds, can readily be seen. There simply would not have been room enough for the fleet to anchor without anchoring in the channel.

In addition to all this there should be added several sound tows, that might at any time come into the harbor for a refuge the situation would be still more congested and dangerous, and unworthy of so important a port as Bridgeport.

It seems to us that if a line of wharves was constructed on the harbor line on the east side and barges and other vessels were moored alongside of said wharf, this anchorage basin would not be available for the use of the large fleet that every year more and more has occasion to use it.

It may be urged that the proposed anchorage basin on the east side of the main channel near Steeplechase Island can be used when completed, but in our opinion both basins will not be large enough to accommodate the increasing shipping of the port. What Bridgeport needs is more room rather than less, and any course that has a tendency to curtail the anchorage or channel facilities of the port would be a short sighted policy.

Once the channel or anchorage room is narrowed or curtailed the port has lost forever a valuable franchise and it therefore seems to us that the wisest and far-sighted policy for the city of Bridgeport to pursue would be to hold all that we have and get as much more as possible.

Yours truly,
F. S. Beardsley, Manager.

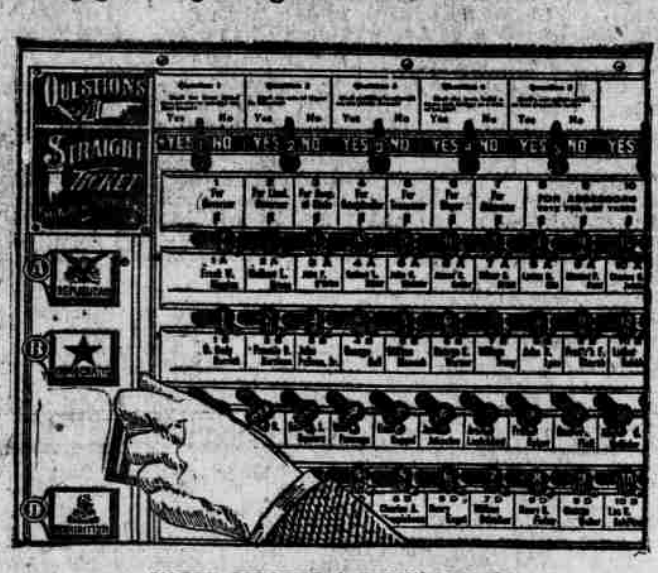
HOW TO VOTE THE DEMOCRATIC TICKET

On the voting machine the second lever, from the top on the left hand side, is designated by the letter "B," which letter stands for Buckingham. Be sure and turn down the lever with the letter "B" and you have cast your vote for Buckingham for mayor and his associates on the Democratic ticket. You want Buckingham for mayor. The city needs him. Therefore do not run the chance of losing your vote by attempting to scratch. Look for the letter "B." It is on the second lever on the left hand side of the machine. Turn that lever down and you have cast your vote for the candidates of the people. Remember this. Look for the letter "B."

HOW TO VOTE A STRAIGHT TICKET.

Having closed the Curtain—Pull the Party Lever bearing the name or emblem of your Party over to the right UNTIL THE BELL RINGS, and then let it go back. This turns down to a voting position all of the Pointers of the candidates of your party. See illustration below.

The ringing of the Bell informs the voter that the Party Lever has been pulled far enough to unlock the Curtain Lever and engage the registering mechanism.



VOTER PULLING A PARTY LEVER.

The turned down Pointers indicate the names of the candidates for whom the vote will be cast.

Leave the Pointers as they are (down in a voting position). Move the Red Handle of the Curtain Lever to the left as far as it will go.

This will count your vote, open the Curtain, and set the machine for the next voter.

CAUTION.—Before moving the Curtain Lever back to the left, be sure that a Pointer is turned to Yes or No for every question on which you wish to vote, and that a Pointer points to the name of every candidate you wish to vote for.

Haven & Hartford Railroad Company who appeared in its favor. However desirable the proposed legislation may be from the standpoint of the company, which as you know is now adversely engaged in a disagreement over harbor lines with the city, it seems to me that, as its effect may be to subject the taxpayers to large payments from time to time, that it is not a desirable alteration in the charter. For fuller information as to the legal bearing of this legislation I beg to call your attention to the opinion of former City Attorney James A. Marr, now on file with the Common Council of the city of Bridgeport, relating to the subject and bearing date of Jan. 23, 1909. Very respectfully yours,
CHARLES H. MORRIS,
Harbor Master.

HOLY ROSARY ITALIAN CHURCH
Sunday, Oct. 31, 1909. Low masses at 6:30, 8 and 9 o'clock. High mass at 10:30 o'clock with music of Battman. At the Offertory Miss Rose Garaventa will sing the Massena's Ave Maria, a special trio Jesu vi vi will be sung by Mrs. A. Campbell soloist, Miss R. Garaventa soprano and Mr. Edward Casey tenor. Other singers are Miss Carpenette and Miss Capozzi. Mr. O'Neill, Mr. Garaventa and Mr. Kuchler. Mr. John A. Casey is the organist. Monday November 1, Feast of All Saints, Masses at 6, 7, 8, 9 o'clock. In the evening at 7:30 will take place the devotion for the Souls of Purgatory. Rev. A. Fontana of New Haven will preach. Tuesday November 2 Commemoration of Dead, Masses at 6 and 9 o'clock.

POLICE BOARD IN SESSION

Some Slot Machines Bay Be
Used—Some Not

The Police Board met last night instead of tonight, as they would have done ordinarily, because the president, Attorney George E. Hill, will be out of the city today and over Sunday.

President Hill who was appointed a committee to confer with Prosecuting Attorney Alexander DeLaney regarding the legality of slot machines, reported last night. He said that he and the prosecutor had come to the conclusion that the line between illegal and legal machines rested on whether there was an element of chance in the playing of the machines, that the player would lose his money, or would not get an equivalent in some article which the player desired. If the player receives the equivalent for his money and has a chance of getting more than his money's worth, that machine will not be taken away. This finding cuts out all poker and card machines or any other machine which is not a self-vending one. Gum machines are not illegal. The report of the committee was given to Superintendent Birmingham who will order the patrolmen to confiscate all machines which are illegal.

A charge of conduct unbecoming an officer was preferred against Special Patrolman John J. Murphy by Superintendent Birmingham, and the special will have to appear before the board at its next meeting. This action is the sequel to his arrest and alleged assault upon Earl Brocklin Oct. 17.

Commissioners Hill and Coughlin reported as a committee that the exchange of a piece of land at the Second Precinct station with the Congregation Bikur Cholim was undesirable. The report was accepted and the resolution was adopted and will be forwarded to the Common Council.

Joseph Levitzky, a Ridge avenue property owner who desired to be a special policeman to protect his property from thieves which infest the neighborhood, was turned down. After the meeting he said he did not understand why he should be refused. He has been a resident of this city for six years, at least, and is a voter. The reason given him was that that section of the city was well policed. Mr. Levitzky desired this and said he was unable to rent his house to other than foreigners because of the petty thieves which was constantly going on in the neighborhood. He felt that a badge would be all that was necessary to protect his tenants. He said he didn't want to make any trouble and would not make an arrest if he had a badge.

John Richards of 139 James street, was appointed janitor of the Second Precinct police station.

The auto-patrol will be started commencing with November 1, until the erection of the new garage.

FARMER WARNED MAYOR LEE

(From the Farmer of Feb. 13, 1909)

The last claim of the protectors of the government harbor line to be called in good faith was stripped from them today when a "little joker" was discovered in the amendments which are to be submitted to the council tonight.

This joker is the most innocent looking thing in the world. But it means this: The city of Bridgeport now has the right, received directly from the State of Connecticut, to establish harbor lines for the protection of navigation, without paying damages to abutting property.

The city has the power to exercise the rights over navigation that the State has in respect of harbor lines. The passage of this amendment will confer on the city to pay damages for the flats between the city line and the government line, some eleven acres.

Here is the joker: It is entitled "An Amendment Relative to Hearing on the Establishment of Harbor Lines."

It reads:

"That section 55 of the charter of the city of Bridgeport be, and hereby is, amended by adding, after the words 'fifty-six' in said section the words 'fifty-seven'."

The new title would be "An Amendment to Require the City of Bridgeport to Pay Damages to the New Haven Bay, Whenever the City Establishes Harbor Lines."

Sec. 54 of the charter gives the Common Council power to lay out highways.

Sec. 55 also relates to the improvement of streets.

Sec. 58 empowers the council to designate the building lines.

Sec. 57 is the section which confers upon the city power to make harbor lines.

Sec. 58, which immediately follows Sec. 57, states that before the Common Council shall determine to make any such improvement referred to in Sections 54, 55 and 56, it shall give reasonable notice to be given and the following sections provide for the payment of compensation in such matters.

But the establishment of harbor lines is not included in Sec. 58, and no notice is required and no compensation is provided, because it has been the policy of the State under the decisions of the courts that the establishment of harbor lines to protect navigation may be exercised by the State as a right.

Notice is not provided, nor compensation arranged, because "nobody's property is taken by such a procedure."

If this "little joker" is passed by the council, and accepted by the assembly, and if there is no referendum to the people, the situation in the harbor fight will be changed.

Now the city can establish harbor lines as a matter of right, without paying anybody anything.

Then the city will be held for damages under an act drafted in Bridgeport and procured by the servants of the people of Bridgeport.

EAMES PREDICTS NEW HARBOR LINE FIGHT TO PROTECT PARK

(From the Farmer, Oct. 5, 1908)

President George M. Eames, of the Board of Park Commissioners, was an interested spectator at the session of the Common Council last night during the passage of the harbor line legislation. To a reporter of the Farmer he said that it will not be long before the Park Board will ask the Aldermen for some harbor line legislation. He said that what could be called the "harbor line fight" is now apparently settled, but that the way is paved for a brand new harbor line fight by the breakwater. He is not afraid that the Locomobile company will stall a march on the Park Board over the filling in of the 20 acres of harbor involved, because as he says they cannot get the 10,000 odd tons that would be necessary to so prompt a performance of the job.

HOWLAND'S

Entrances on Main street, Fairfield avenue and Cannon street.

Bridgeport, Conn., Saturday, October 30, 1909. The Weather—Fair tonight; partly cloudy and warmer tomorrow.

Men,—Here is a sweater bargain.

Bought a lot of shaker-knit sweaters the other day that had been used as samples.

They are great; are heavy, and fine yarn, are knit as firmly as a board.

A very few of them would sell usually at \$4. Most are worth \$5 and \$6. A few are worth even more.

But samples are sold cheap at close of the order taking season; and we bought these cheap; and we shall sell them at

\$3.45!

Front basement.

New life in the Notion Sale.

Reserves come hurrying forward from the stock-rooms. They jump into the breach; fill up the holes that have been made by your attack upon the good things offered in this Notion Sale. And once more there is complete and attractive assembly of small wares at big economies.

"I always count upon these Notion Sales. They give me a chance to fill my sewing-basket for weeks ahead."

"I really don't see how you can do such things. Here is spool cotton at 3 cents that is as good as any I ever bought at 5 cents."

"How do you manage to get such good things and so many of them so you can sell them at such prices? It is astonishing. Why, I have spent only a couple of dollars and I'm sure I have saved a couple."

Here are illustrations of the savings:

Jet buttons, assorted sizes, worth 50c to \$1 doz.—25c each.

White cotton tape, 24-yd pieces, worth 10c.—5c.

Shoe laces, 1 to 1 1/2 yds long, dozen in bunch, worth 5c.—3c.

Children's hose-supporters, black white blue or pink, worth 5c pair.—2 for 5c.

Spool cotton, white or black, 200 yds, regular 5c.—3c.

Spool silk, 100 yd spool, black only, worth 60c doz.—39c.

Women's hose-supporters, pin-on or front-pad, good colors, worth 25c.—17c.

Dressmakers' pins, 1/2 lb box, worth 25c.—18c.

Safety pins, sizes 1 2 and 3, worth 5c doz.—3 for 5c.

Basting cotton, 500 yd spools, 40 50 and 60, worth 5c.—3c.

Darning cotton, 45 yd spools, black white tan and gray, worth 15c doz.—12c.

Dress-shields, plain, light weight, sizes 2 3 and 4, worth 10c.—7c.

Left aisle, front

"French" blankets and other fine warm bedding.

Nicest blankets in the store are these single "French" ones. Of pure wool and of wonderful fineness, light but very warm, distinctive.

They are of delicate hues of pink or blue or lavender; are in unique block plaids or floral patterns.

Each is bound with a wide edging of silk.

Often they are used as a spread—and novel one do they make. Folks in search of a bathrobe blanket that is "absolutely different" will be delighted with them.

\$10 each